

THE GREAT RAILROAD STRIKE

Another Proclamation Issued by President Cleveland.

THIS TIME IT REFERS TO THE SITUATION IN CALIFORNIA.

The War Cloud at Chicago Shows Signs of Lifting—The Day Passes Without Serious Conflicts Between Strikers and Armed Forces—The Situation in Other Sections.

Special to the RECORD-UNION.

WASHINGTON, July 9.—The Attorney General, Secretary Lamont, Secretary Bissell and General Schofield were again in conference with the President early this evening, and as a result the following was given out:

A PROCLAMATION BY THE PRESIDENT OF THE UNITED STATES.

WHEREAS, by reason of unlawful obstructions, combinations and assemblages, by persons, it has become impracticable, in the judgment of the President, to enforce by the ordinary course of judicial proceedings the laws of the United States at certain points and places within the States of North Dakota, Montana, Idaho, Washington, Wyoming, Colorado and California, and the Territories of Utah and New Mexico, and especially along the lines of such railroads traversing said States and Territories as are military roads and post roads, and are engaged in interstate commerce and in carrying the United States mails; and, whereas, for the purpose of enforcing the faithful execution of the laws of the United States, and protecting property belonging to the United States or under its protection, and of preventing obstruction of the United States mails and of commerce between the States and Territories, and of securing to the United States the right guaranteed by law to the use of such roads for postal, military, naval and other governmental service, the President has employed a part of the military forces of the United States.

Now, therefore, I, Grover Cleveland, President of the United States, do hereby command all persons engaged in or in any way connected with such unlawful obstructions, combinations and assemblages to disperse and retire peaceably to their respective abodes on or before 4 o'clock of the afternoon of the tenth day of July.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be hereto affixed.

Done at the city of Washington this ninth day of July, in the year of our Lord, 1894, and of the Independence of the United States, the one hundred and eighteenth.

GROVER CLEVELAND.

By the President:

WALTER Q. GRESHAM, Secretary of State.

ORDER FROM GENERAL MILES.

What Action U. S. Troops Shall Take in Case the Laws Are Violated.

CHICAGO, July 9.—The following order was issued this afternoon by General Miles:

"To all United States Troops Serving in the Department of the Missouri: The acts of violence committed in the last few days in the stopping of mail, passenger and post roads, the blocking of interstate commerce, the open defiance and violation of the injunction of the United States Court, the assault upon the Federal forces in the lawful discharge of their duties, the destruction, pillage and looting of the inland commerce property belonging to citizens, the acts of rebellion and lawlessness have been of such a serious nature that the duties of the military authorities are more clearly defined.

The proclamation of the President, the Commander-in-Chief of the land and naval forces, and the State militia when called on to serve, is understood by the military to be in the interest of humanity and to avoid the useless waste of life, if possible. It is an executive order for all law-abiding citizens to separate themselves from the law-breaking and those in actual hostility to the action of the United States Courts and the laws of the National Government. He has defined these law-breakers to be the strikers, and the government, and hence it is the duty of the forces to aid the United States marshals to disperse, capture or destroy all bodies of men obstructing mail, passenger and post roads, in actual hostility to the injunction of the United States Court and the laws of the Government. This does not change the relation of the Federal officials with those of the local authorities, as it is expected that the State and municipal governments will maintain peace and good order within the territory of their jurisdiction, should they fail or be overpowered, the military forces will assist them, but not to the extent of leaving unprotected property belonging to or under the protection of the United States.

"The officer in the immediate command of troops must be the judge as to what use to make of the forces at his command in executing his order and in case serious action be required, and there be time, he will communicate with his next superior for his instructions. The earnest effort of the law-abiding citizens have done much to improve the condition of affairs during the last few days, and I can earnestly request all the law-abiding citizens to whatever is possible to assist in maintaining the civil Government and the authority of the municipal, State and Federal Governments in preserving peace and good order.

LETTER TO GOVERNOR ALTHEID.

The following letter was ordered sent to Governor Altheid:

"To Governor Altheid: In view of the occupation of the State of Illinois by armed forces of the United States without proper demand having been made by the constituted authorities of the State, and in defiance of its Constitution.

"Resolved, That a committee of two be appointed to wait upon the City Council and request of it that it demand of President Cleveland the withdrawal from the city of the troops now held in the city. We insist that your excellency take legal steps to compel the withdrawal of said army forces at once and pledge your excellency the support of the law-loving organized trades of Chicago in the accomplishment of this result."

SITUATION AT CHICAGO.

No Serious Conflicts Yesterday Between Strikers and Armed Forces.

CHICAGO, July 9.—Peace reigned in War-

saw. The same cannot be said of Chicago, for the tread of armed men is still heard in her streets, and the wheels of commerce are still at the bid of the American Railway Union. Nevertheless, the war cloud which hovered over this city and the land for the past ten days shows distinct signs of lifting. Instead of scores of additional railroads tied up at various points throughout the country to-day's extent, with only a few exceptions, no more bring advices of strikers returning to work and an increased resumption of traffic to some places.

The situation has passed without serious conflict between the strikers and the armed forces now on duty here. The feature of the day has been the action of the Federal troops at an early session of the Federated Trades Union of Chicago in deciding to call out all classes of labor Tuesday afternoon at 4 o'clock, and to march on the city.

The strikers, who had agreed before the meridian of that date to settle the differences between his company and his striking employes by arbitration or by a Federal court, reasons known to the public Grand Master Workman Sovereign of the Knights of Labor and his advisers decided to postpone the general walk-out until Friday, in connection with their proposed to collect the business of Chicago until 7 o'clock Wednesday morning.

The announcement was made that Samuel Gompers, of the Federation of Labor has called a meeting of the Executive Board of that association to be held in this city on Thursday, and that he will leave for Chicago on Friday tomorrow morning. As at present Gompers cannot reach Chicago before Wednesday, it will be impossible to determine the result of his visit until Thursday, and possibly if it should be resolved to declare a general strike of all these combined forces it would not be until after Friday.

In connection with the interesting question arises whether or not President Gompers allows himself to be bullied from Chicago by the strikers, or whether he will, by his visit, win any particular benefit. One labor leader in Chicago said to-day that if he did he might as well stay in New York.

Another labor leader in connection with the meeting of the Chicago Federated Trades was the fact developed that there was a large and influential and conservative element in the city who had practically blocked the paths of the more hot-headed leaders, until the latter, in the excitement consequent upon the strike, were enabled to stampede them and carry the strike resolution. Therefore there is reason to believe that even if Gompers should visit Chicago, he will not be many of those to whom it is directed will decline to obey it. So that the men already made idle by the effect of the tie-up of the city will be nearly as important as anticipated by the leaders.

What effect, if any, the action of Vice-President Wickes in the Pullman Company in refusing in the most respectful manner to even meet a committee to consider the question of arbitration will have upon the final decision of the labor leaders and their followers remains to be seen.

To-night's action of the City Council, in respect to President Cleveland's order in respect to the stopping of mail, passenger and post roads, was forestalled by a large number of indorsements by prominent men of the city. The list of signatures included those of many of the most prominent merchants, manufacturers and bankers in the city.

Touching the situation in general, it may be said in Chicago that the roads are still at a standstill, and that mail, passenger and freight trains were moving at more or less regularity and some freight traffic has been cared for. A large number of striking workmen, however, are still on duty, and returned to work and other roads noted accessions to their operative forces.

At St. Louis, Kansas City and Denver the strikers were reported to have returned to normal conditions. Nashville also reported an improvement. About the only points at which the strike was still in progress were Chicago, St. Paul, St. Louis, Kansas, Ia., and the strike of the American Railway Union on the Big Four at Mattison. It will be seen that the leading railroad centers the strikers have made perceptible losses, while their gains are at comparatively unimportant points.

Regulations which prevailed in the Government building to-day were a near approach to martial law. Deputy Marshals were stationed on the floor, and everybody was challenged who could not show that he had business in the building.

Four o'clock of the morning will see in this city 1,000 Federal troops more than there were this morning. These with the forces already in the field, it is believed will be sufficient to maintain order and betterment in the conditions in this city, and the mobilizing of troops and marines at San Francisco and of regulars on other points of the coast will give us all probability to start traffic on the continental lines to-morrow.

Effects of the strike on railroad traffic are being felt in the other States. The Ninth Infantry U. S. A., Captain Bartlett commanding, arrived in the city at 4:30 this afternoon. It had a special train from San Francisco, New York, over the New York Central and Michigan Central. The troops were marched to the camp already established on the lake front.

Four assemblies of the Iron Molders' Union struck to-day, 500 men going out. The Lake Seaman's Benevolent Association, with 30 members, and the Clearing House, with 400 strong, struck to-night to strike. None of these bodies have any grievance, but have decided to strike solely because of sympathy with the strikers.

It was announced this afternoon that the City Council would to-night adopt a resolution calling on the President to remove the Federal troops from Chicago. This action was not taken however. The resolution in some way got into the hands of the Mayor, who opposed it, and the City Council, although, greatly to the disgust of the projectors.

Chairman John M. Egan of the General Managers' Association when asked to give an opinion on the present condition of the roads represented in the association, said: "With the exception of two or three minor instances there has been no trouble on the lines connected with day. All the lines have run their regular passenger and mail trains and a number of lines have resumed their suburban service. The only lines connected with their freight yards and mail freight trains were run in and out of the city. The Union Stock Yards Company are clearing the tracks of wreckage and repairing the tracks done the past week. They expect to commence operations to-morrow morning. The total number of trains that moved to-day was equal to the total moved for the past four days. It is true that the trains have been guarded to prevent their being molested, but the action of the military towards the mobs and rioters during the past two days has had a good effect. The President's proclamation together with General Miles' orders have produced excellent results. The men who have replaced the strikers are good men and satisfactory to the lines that employed them."

President Debs of the American Railway Union, who was seen by a reporter, said: "We are stronger than ever. Nothing can break our forces but usurpation of the rights of the people. Mr. Havemeyer organizes a sugar trust and says to the public: 'Here is my sugar and these are my terms.' He has polluted the national legislature. I have acted honor-

ably and committed no crime. The United States authorities are bringing thousands of troops into this country in violation of law and the Constitution. The common people are beginning to understand this. Capital insists upon looking after its own interests, and that it has no right, like capital, to ask of exact terms. This is the principle of slavery. I want to call the attention of the public to this country. To this, the Pullman strike, while acute, is not the underlying cause of this trouble. The people of this country are paying over \$3,000,000,000 of interest. This is grinding productive industry out of its profit and piling up money in the money centers. What old England failed to do in the nineteenth century she is doing now with the gold standard. Over \$200,000,000 each year goes there to pay interest. We are not responsible for the lawless element and loss of property. No even disciplined armies have ever been able to prevent this element from rising. We ask the public to be patient. The strikers stand with the door that leads to serfdom and says to its oppressors, 'Thus far and no farther.' It is better to have a mob than to have in the end and with it constitutional liberty."

A special agent of the Treasury Department reported to the department that among the contents of the Pullman railroad yards were many containing goods which were in bond to the government, being in transit from the port of New York to the seaports to the Chicago Custom-house.

The President's proclamation against the assembling of crowds, and advising the strikers to disperse, caused much excitement to-day in Pullman. Forward persons were not slow to claim that the President's proclamation was in connection with the Pullman interests, to break up the open-air meetings that have been a daily feature in the town.

SPRINGFIELD, July 9.—The meeting of the strikers to-night, as reported by the request of Mayor Hopkins of Chicago Governor Altheid this afternoon ordered out all the remaining regiments of militia in the State of Illinois, including the Second Brigade, commanded by the Second Brigade, to proceed at once to Chicago.

IN OTHER SECTIONS.

The Union Pacific Partially Open for Business.

CHEYENNE, July 9.—The Union Pacific, from Cheyenne to Ogden, is practically open for business again, and train service is being resumed. Freight trains went out this afternoon from both west and east and west from Laramie; seven went east and west from Rawlins, and two from Green River. Passenger train No. 2, Eastbound, left Ogden to-day, and is the first train for a week. All engines in the yard are running. Trains are at every important station along the line.

RYAN'S MISSION.

NEW YORK, July 9.—John Ryan, who comes here as the representative of President Debs, was at the Continental Hotel to-day.

"The strike," said Mr. Ryan, "will not stop here. My errand is to organize the laborers of the East. I am confident the strikers of the present time have borne fruit ten times more than I expected. I was cautious at first, but my first attempt has convinced me there was no going back to the old conditions, somewhat surprised to ascertain that the feeling to strike was pretty warm. I go to Boston on the next train. I will not stop there. I will go to Chicago, and will say they are liable to what amounts to about the same thing. In the event of a strike reaching Chicago, which in my mind, is a sure thing, it will not stop here. If the trouble continues five days longer all Eastern roads will be tied up, and all business will stop. Then look out for equality times until Pullman gives in."

LABOR ORGANIZATIONS MAY STRIKE.

CLEVELAND, July 9.—The Executive Committee of the American Railway Union announced to-day that should a railroad company attempt to put in new men now being brought from the East to work on the Pullman strike, the strikers of labor, not only on the railroads, but covering every branch of industry in this city, would strike. The committee further stated that the engineers, conductors, firemen and every class of organized labor have decided that under no circumstances will they work with non-union men.

WILL PAY NO NEED TO THE ORDER.

NEW HAVEN, July 9.—The railway employes in this city will pay no heed to the order issued by President Debs calling out all members of the American Railway Union.

STRIKE IN TEXAS.

DALLAS, July 9.—The yardmen of the Santa Fe system at this point struck at 11 o'clock to-day on the strength of a telegram from the American Railway Union. Assistance. Passenger trains are running on time and pulling Pullman sleepers. When the 125 northbound passenger was ready to go, the yardmen, who were uncoupled the sleeper and said they would not permit it to go out. After a squabble with some non-union men, the sleeper was uncoupled and a half-hour later the train left. A mass meeting of organized labor is called for to-night under the auspices of the American Railway Union. This is the strongest railroad center in the Southwest, the result is important.

WARRANTS FOR THE ARREST OF EMPLOYEES.

ST. LOUIS, July 9.—Advices have been received here from St. Louis, Mo., that the effect that on information filed before United States Judge Parker at Fort Smith by the St. Louis, Iron Mountain and Southern official, warrants have been ordered issued for the arrest of 700 employees of that road on the charge of conspiracy.

IN NO EVENT WILL THEY WALK OUT.

OMAHA, July 9.—George M. Vrooman, Chairman of the Brotherhood of Locomotive Engineers; S. D. Clark, President of the Brotherhood of Railway Trainmen; J. H. Kirtland, Secretary of the Brotherhood of Locomotive Engineers; F. E. Gilliland, Chairman of the Federated Board, and J. L. Siskic came to Omaha to-night as representatives of the Federated Board to hold by appointment a conference with General Manager Dickenson to-morrow. They state that the object is to discuss means of assisting the non-union employes in restoring complete harmony and regular traffic on the Union Pacific system. They say that in no event will the organizations comprising the Federated Board walk out. They condemn the method pursued by Debs in involving parties not directly interested in the fight with Pullman, and declared that if sovereignty should be called upon by the Knights of Labor the call would be of no effect on the Union Pacific system.

TWO WOMEN KILLED.

DANVILLE (Ill.), July 9.—Mrs. Michael Glennon and Miss Clara James were killed and a young man mortally wounded by a volley fired over the head of a crowd of rioting miners by a company of militia. The miners had been riding in this vicinity since yesterday afternoon. During last night a number of freight cars were destroyed in the Eastern Illinois yards by incendiary fires. This forenoon a number of cars were derailed at Grays Creek on the Shelbyville branch. When the wreckage had been cleared away, the in-bound passenger train proceeded without interruption until Westville was reached. When it stopped there it was surrounded by a crowd of miners and held. Word was telegraphed to Danville and a spe-

cial train with a company of the State troops started at once for the scene of the riot.

About one mile from Westville a large crowd of miners had collected and upon the approach of the train bearing the militia began warlike demonstrations. Pistols were fired at the troops, who returned the fire, shooting over the heads of the mob from the train, intending to scatter them. Miss Clara James, a widow, standing in her own yard, was also struck and died in five minutes. An unknown man received a mortal wound and will die. The militia returned to the train which had been secured in front of the passenger. The trip to Danville was made without any further incident.

PULLMAN SOUNDLY DENOUNCED.

DETROIT, July 9.—Following an immense parade of workmen to-night, a mass meeting was held in the Auditorium to discuss the present strike situation and the relations of Pullman and capital generally. Addresses were made by various labor leaders, in which Pullman was roundly denounced and the cause of the strikers commended. The feature of the meeting was an address by Mayor Pingree, recommending a system of compulsory arbitration as a way out of strike trouble. The Mayor read telegrams received in reply to his inquiry, telegraphed to the Mayors of fifty cities comprising the sections of the United States, 90 per cent of whom recommended arbitration as the true solution of labor troubles.

CLEVELAND'S ACTION CONDEMNED.

CINCINNATI, July 9.—The meeting of the strikers to-night, as reported by the strike 7,000 people crowded into Music Hall and left an overflow meeting of 3,000 on the outside of the building. The strikers of the city were not there were there any transparencies carried in the procession. Resolutions were adopted condemning the action of President Cleveland to-morrow.

TRAINS ATTACKED.

NEW ALBANY (Ind.), July 9.—The Louisville, Nashville and St. Louis Railway (Air Line) passenger train bound for St. Louis was attacked by strikers at Hoffman's switch, south one mile from the city, to-day. The Pullman cars were uncoupled, and after hitting the mail car to the engine, the train was ordered to stop. The strikers, who were not behind, which was done. The passengers returned to the depot on foot and demanded their money, which was returned.

COMBERS IN NEW YORK.

NEW YORK, July 9.—Copies of the resolutions passed in the meeting at Chicago requesting that his presence in Chicago be imperative was shown to Mr. Combers to-day, and after looking at the question in every light Mr. Combers said to an Associated Press reporter: "I am not going to Chicago until I am sent there by the President. I will remain until I am called away."

QUIET AT HAMMOND.

CHICAGO, July 9.—Nearly a thousand militiamen arrived in Hammond to-day. The strikers of the city were not there were there any transparencies carried in the procession. Resolutions were adopted condemning the action of President Cleveland to-morrow.

TOLEDO (O.), July 9.—This the leaders of the American Railway Union claim that they feel encouraged with the movement of the first day of the strike, the movement has been entirely unlike what was expected. The principal point is the Air Line junction of the Lake Shore, where nearly 300 men quit work this morning and where over 200 cars of freight were held up. Superintendent Johnson and his assistants did the switching and managed to get out a freight at 4:15 this afternoon. Six passenger trains were held up. Freight passed through late this afternoon but the company will not attempt to move trains. Passenger trains are not to be run until the strikers are organized and firemen who have thus far refused to go out in a body will determine their course at a meeting to be held to-night.

STRIKE AT LOUISVILLE.

LOUISVILLE, July 9.—American Railroad Union men quit this afternoon on the Louisville and Nashville. Fifty Deputy Marshals have been sworn in to protect property.

IMPROVEMENT IN THE SITUATION.

MEMPHIS, July 9.—The general strike situation in this city is generally improved to-day. At 11 o'clock passenger trains were running on time from St. Louis to Memphis and Birmingham. The situation on all other lines is unchanged.

BIG FOUR FIREMEN STRIKE.

CINCINNATI, July 9.—Big Four firemen here to St. Louis struck at midnight.

TROOPS TO ASSIST IN MOVING MAILS.

DEMING (N. M.), July 9.—About 500 United States troops from Fort Bayard left here to-night on a special train for El Paso to assist in moving United States mail trains on the Santa Fe.

IMPROVEMENT AT SALT LAKE.

SALT LAKE, July 9.—There has been a decided improvement in passenger and freight traffic to-day. Trains are moving on time. The American Railway Union limited fast mail left the Union Pacific this morning, and carrying a full equipment, including Pullman sleepers.

ENCOUNTERED THE TRAIN.

TOLEDO (O.), July 9.—This afternoon an effort was made to send a Lake Shore train of coal west from the yards. A number of strikers, led by board and uncoupled the train in two places. The engines were called and arrested two men.

STRIKE AT MEMPHIS.

MEMPHIS, July 9.—Ninety men employed in the Gulf, Colorado and Santa Fe shops at Galveston, Texas, went out to-day. The shompen at Temple, Texas, are also out. The strikers went out under orders from President Debs. The American Railway Union trainmen, organized on the Vicksburg division of the Queen and Crescent quit to-day.

NOT A SYMPATHETIC STRIKE.

CINCINNATI, July 9.—At midnight, after a protracted meeting, the firemen and other trades of the city without exception, went out on a strike. This is not a sympathetic strike. Last year the wages were reduced 10 per cent. A month ago their mileage was, they alleged, increased about 50 per cent. This constitutes their grievance.

ROADS COMPLETELY TIED UP.

PITTSBURGH (Pa.), July 9.—In response to an order from Chief of Police, thirty men, including the entire railway force at this point, went out this morning. This is the terminus of the Santa Fe and the G. & S. F. systems, and as a result of the strike those roads are completely tied up here, not a train moving either way. Everything is quiet.

WILL NOT GO TO THE BOYCOTT.

FORT WATSON (Ind.), July 7.—The Brotherhood of Locomotive Engineers decided not to go into the boycott. The Pennsylvania road is running all its passenger trains through the city without interruption, and also succeeded in sending out a heavy freight train this afternoon. At a mass meeting this afternoon the Wash engineers, firemen and

brakemen all went out, and the locomotives were being manned by new engineers.

NOTHING TO ARBITRATE.

NEW YORK, July 9.—The Herald has a special from Castle Rest, George M. Pullman's summer home, quoting Mr. Pullman as saying that he holds precisely the same views regarding arbitration that he had a month ago, viz: Nothing to arbitrate.

NEWS AT WASHINGTON.

Absence of Riotous Scenes a Source of Special Satisfaction.

WASHINGTON, July 9.—The absence to-day of the riotous scenes that have marked the past few days is a source of satisfaction to the postal officials. Postmaster General Bissell said to-night that he was gratified at the quietness into which Chicago had settled during the day, and the general marked improvement in the mail services. Arrangements to relieve the condition of the mail service in California and other sections are being made by the department. The Pacific Mail Steamship Company will probably carry mails from San Francisco along the coast in both directions, the boats to stop at many of the points on the coast to deliver and collect the mails. Negotiations for this purpose are almost completed, and a telegram is expected at the department to-morrow from Division Superintendent Flint at San Francisco, announcing the plan is to be put into immediate operation. The plan, if effected, is to be in force until the strike is declared off and after that time the mail service in the State. About a dozen special service routes have been ordered to connect the tied-up routes with uninterrupted roads that are in operation. These are in California, Oregon and Montana.

The statement is telegraphed here from California that the strikers are about to apply to the United States court to compel the Southern Pacific Railway Company to show cause why they should not be compelled to operate their roads under the terms of the injunction. The strikers disagreeable news to the War Department, and they rather hoped that such a step would be taken, for it would oblige the military to supply the means for the efforts of the military by which means it has been a little lax in this respect so far.

Senators Dubois and Shoup of Idaho called at the White House this morning to lay before the President Governor McConall's message urging the President to order the strikers to disperse and restore order. The Senators were in conference with the President for some time, but apparently the Governor's statement was not entirely satisfactory. The President is reported to be very dissatisfied with the conditions where such a step would be taken, for it would oblige the military to supply the means for the efforts of the military by which means it has been a little lax in this respect so far.

WARRIUM PREPARATIONS.

VALLEJO, July 9.—There have been some decidedly warlike preparations at Mare Island Navy Yard. Commandant Howison received orders to have all available sailors and marines ready to proceed to Oakland at a moment's notice. Three companies of marines, 61 men each, and three companies of sailors, 40 men each, are available. The Monterey has steam up and is ready to start for Oakland as soon as the order is issued. Another battalion of sailors can be had from the Charleston, which arrived to-day. The Monterey is expected to be in bottom in very few days after her long service in Brazilian waters, and it will be necessary for her to go into the dry dock.

STRIKERS LOSING GROUND.

LOS ANGELES, July 9.—The strikers are apparently losing ground rapidly at this point. The Santa Fe road is patrolled by another overland train this morning, and nearly all of the Santa Fe local trains arrived and departed on schedule time. The Southern Pacific is also running morning and afternoon passenger trains, and to-day made up a freight train for the East and one for Santa Barbara. Both trains will be dispatched to-night or to-morrow morning. The Southern Pacific Deputy Marshals have been armed with rifles and ordered to report to-morrow morning to guard the passage of a passenger train to-day. The strikers at the crowds at the railroad depots are gradually growing smaller.

GETTING TRAINS READY TO MOVE.

LOS ANGELES, July 9.—The strikers in this section are losing ground, and the situation becomes more favorable for the railroads. A freight train was made up by the Southern Pacific this morning, and is ready to start for Oakland as soon as the order is issued. Another battalion of sailors can be had from the Charleston, which arrived to-day. The Monterey is expected to be in bottom in very few days after her long service in Brazilian waters, and it will be necessary for her to go into the dry dock.

NOTHING TO ARBITRATE.

So Says Vice-President Wickes of the Pullman Company.

CHICAGO, July 9.—The Joint Committee from the City Council and the Federation of Labor met Mr. Wickes at the office of the Pullman Company at 2 p. m. The Chairman of the Council Committee explained to Mr. Wickes the nature of the request and, after a brief consultation with his attorney, he refused emphatically to receive the proposed committee. The Pullman Company has nothing to arbitrate," said Mr. Wickes, "and we must refuse to receive the committee to which you refer. Our company has not receded from the position taken at the meeting of the City Council, and I am sure the General Managers' Association that they would call on them during the afternoon. It is quite probable that the City Council will pass a resolution to-night calling on the President to withdraw the Federal troops from Chicago. A very large number of business men, and a large number of business men, are telegraphed to the President, urging him to ignore the prospective action of the City Council and to keep the troops here.

EUGENE V. DEBS.

What a Physician Has to Say of the A. R. U. President.

NEW YORK, July 9.—The Advertiser this morning says: Dr. B. T. Robinson is one of the few New Yorkers who knows something of the antecedents of Eugene V. Debs. Dr. Robinson is a specialist of nervous diseases, and treated Debs in 1892 for a serious case of dipsomania. At that time Debs was prominent in labor agitation and was the author of a paper in Terre Haute, Ind. His system broke down completely under constant alcoholic excesses, and he became a mental case. He was treated by Dr. Robinson, and he came to New York and was treated by Dr. Robinson, who restored him to his normal condition. Dr. Robinson sent a telegram to Debs Tuesday, warning him that he was in no condition to undertake the management of the American Railway Union strike. "I consider him to be almost, if not fully, irresponsible," said Dr. Robinson, "and I told him so in my telegram. His physical condition is not good, and the effects of dipsomania may affect his intellect. I have received no answer to my telegram, and the supposition is that Mr. Debs considers himself hurt by being called irresponsible. He will break down physically and mentally as soon as this strain is over, if not before, and will probably relapse into his former dissipated habits."

OMNIBUS RESOLUTION.

Introduced in the Senate by Peffer of Kansas.

WASHINGTON, July 9.—In the Senate to-day Peffer offered an omnibus resolution, providing:

First—That all public functions ought to be exercised through public agents.

Second—That all interstate roads ought to be brought under one control, and the supervision of public officers and charges for transportation of persons and property throughout the United States ought to be uniform, and that wages of employes ought to be regulated by law and paid promptly in money.

Third—That all coal beds ought to be owned and worked by the Government, and that the wages of the employes should be paid in money when due.

Fourth—That all money used by the people ought to be supplied only by the Government of the United States, and that the rate of interest ought to be uniform in all States.

Fifth—That all revenues of the Government ought to be raised by taxes on real estate.

The resolution went over until to-morrow without action or comment.

CALIFORNIA AND THE NORTH

No Change in the Situation in the Northern Part of the State.

THE BLOCKADE ALL BUT BROKEN IN THE SOUTH.

Available Sailors and Marines at Mare Island Ordered to be Ready to Proceed to Oakland—Rioting Breaks Out at Sprague, Washington—A Train Carrying Militia Assailed.

Special to the RECORD-UNION.

SAN FRANCISCO, July 9.—The twelfth day of the great strike on the Southern Pacific system closes with not a wheel turning in Northern California. Sacramento, Oakland, San Jose and at this point the situation is unchanged. The Southern Pacific Managers are utterly helpless, and appear to be making no effort to resume traffic. To-night there is an added excitement, caused by the news that United States marines from Mare Island and regular troops have been ordered to Oakland to begin the fight to open the road to Ogden. Leaders of the strikers in Oakland say there will be no organized resistance of the troops, but they openly declare that the strikers have resolved to conduct a general warfare. Every one knows what that means, and many citizens are fearful of the events of the day. Governor Markham has been warned of the approaching danger, and is hurrying from Los Angeles to the State capital.

The fact that the authorities have decided to begin operations against the strikers at Oakland and not at Sacramento, where the mob have been seen arming themselves with rifles is significant.

In Southern California the railroads receive all but broken blockades. The United States cruiser Charleston came into port early this morning from Acapulco, being nine days from the latter point. The Charleston was dispatched to Mare Island, and it is believed her force of marines will be ordered to join the marines that have been ordered to Oakland